

Recognized Authority on
Connellsville Coke Trade.

The Weekly Courier

Circulates Wherever Coke
is Manufactured or Used.

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EIGHT PAGES.

Prices and Prospects.

OPERATORS FIRM FOR HIGHER COKE.

Have Taken Stand in Market to Get Profitable Prices

FOR CONTRACT FURNACE COKE

This Generally Means Above \$1.75 a Ton and in Some Cases \$2.00 Bethlehem Steel Company Closes 10,000 Tons Per Month Contract

IRON AND STEEL.

Despite Lull Prices Are Firm All Along the Line

Special to The Weekly Courier
NEW YORK March 15.—The American Metal Market and Daily Iron & Steel Report will say tomorrow

The lull in the iron and steel trade noted a week ago has been somewhat intensified, the general volume of business booked showing a further increase. The movement is never very regular and some mills are booking more orders in the past week than they did in the second half of February.

The United States Steel Corporation's have been increased until its mills are now reported as running at about 75% of full capacity. Many of the independents are running at 80 to 90% of capacity while others are not doing as well as the steel corporation. The average of the whole industry however is above 75%.

Special to The Weekly Courier PITTSBURG, March 15.—The Pittsburg Crucible Steel Company which obtained possession of Midland furnace, March 1 according to the deal made in January, purchased 10,000 to 12,000 tons of furnace coke monthly for March April and May, just before taking possession. The reported price paid is \$1.60 but this figure is not absolutely confirmed. At any rate the price would be low for the present market which is higher than \$1.60 for any extended delivery. The Bethlehem Steel Company which came into the market recently for 10,000 tons or more a month for the twelve months beginning April 1, is reported to have closed the tonnage from April to December sellers not being willing to quote for the odd three months beyond January 1. Details of the transaction are not obtainable but it is inferred that the price was between \$1.70 and \$1.75 as was done recently on the Republic tonnage for delivery March to December inclusive.

There is not a great deal of enquiry in the market for contract furnace coke, the furnaces now running being fairly well supplied while not many additional furnaces are likely to go into blast until the iron market takes another turn for the better.

The regular asking price on prompt furnace coke is \$1.50 to \$1.60, but as formerly occasional odd lots can be picked up at \$1.50. We note a few carloads sold at this figure today. The difference of the nickel depends upon whether the buyer or seller is the interested party. If the seller has a few cars that must be moved the price is likely to be \$1.55 if the buyer comes into the market for a definite tonnage the price is likely to be \$1.60 with some sellers asking \$1.65 or \$1.70.

More definite ideas are being formed as to contract furnace coke. The majority of producers are now committed to a definite policy that they will run ovens they now have in blast and sell any surplus which may occasionally result beyond the requirements of their contacts, but they will not blow in a single additional oven unless they get a decent price for the coke, and that generally means above \$1.75 and in some cases \$2.

The two positions first half and second half have moved closer together. Last week we quoted balance of first half on contract at \$1.60 to \$1.65 and second half at \$1.80 to \$2. As the time passes the spread decreases. It is quite improbable that any contract for balance of first half would be taken at \$1.60 or indeed a contract even for two months supply, and we quote this position accordingly at \$1.65 to \$1.70. On the other hand an attractive contract for second half might possibly be put through at \$1.75 although the amount of coke thus available in the market would necessarily be limited. We quote the second half at \$1.75 to \$2.

Foundry coke continues dull and at unchanged prices. We quote the general level as follows:

Contract Anthracite \$1.60-\$1.65
Contract Furnace 1st half \$1.60-\$1.70
Contract Furnace 2nd half \$1.75-\$1.80
Prompt Foundry \$1.60-\$1.65
Contract Foundry \$1.60-\$1.65

The local pig iron market is moving by fits and starts. There is considerable fresh enquiry for malleable and foundry grades this week and several sales of foundry iron have been made at full prices. On the other hand, Bessemer and basic are extremely quiet, though quotations are firmly held. Valley prices remain quotable as follows: Bessemer \$1.60 basic \$1.75 to \$1.80, 2nd foundry \$1.60 to \$1.75 malleable \$1.75 to \$1.80 prompt delivered Pittsburgh, are 90 cents higher.

New Gassers Struck

Citizens of the Sewickley valley are very well pleased that they are in a new gas belt. During the past few days several wells have been struck and the flow of gas is of such strength as to insure a bright future to the property owners of the valley.

Building New Houses

Work was started Tuesday upon the erection of twelve houses the sites for them being adjacent to the Six man plant of the Latrobe-Connellsville Coal & Coke Company, located just east of Latrobe.

A number of the ovens at the Elizabethtown plant of the Unity Connellsville Coke Company located on the south side of Latrobe having been heated a number of miners were put to work Wednesday morning digging coal and the charging of the ovens will be undertaken at once.

BIG COAL SHIPMENT
The long expected large cargo in the rivers materialized early Monday morning. More than 2,000,000 bushels of coal went out of the Pittsburgh harbor.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION	WEEK ENDING MAR. 11, 1911			WEEK ENDING MAR. 4, 1911					
	District	Ovens	In.	Out.	Tons	Ovens	In.	Out.	Tons
Connellsville	24,074	15,774	8,300	198,140	24,074	15,256	8,814	194,039	
Lower Connellsville	15,543	11,974	4,164	155,331	15,543	11,285	4,258	157,978	
Totals	39,617	27,148	12,460	357,471	39,617	26,541	13,076	352,077	
Furnace Ovens									
	Connellsville	18,924	13,204	5,720	170,077	18,924	12,561	6,062	164,021
	Lower Connellsville	4,613	3,676	937	52,434	4,613	3,616	997	51,340
Totals	23,537	16,880	6,657	222,510	23,537	16,177	7,060	215,361	
Merchant Ovens									
	Connellsville	5,150	3,570	2,580	29,063	5,150	2,395	2,755	30,079
	Lower Connellsville	10,930	7,698	3,282	105,898	10,930	7,669	3,261	106,638
Totals	16,080	10,268	5,812	134,961	16,080	10,064	6,016	136,716	
SHIPMENTS									
	To Pittsburgh	4,107	Cars			3,920	Cars		
	To Points West of Pittsburgh	5,885	Cars			5,722	Cars		
To Points East of the Region.	702	Cars			944	Cars			
Totals	10,694	Cars			10,506	Cars			

THE EFFECTS OF DISCRIMINATION

Succinctly Set Forth in Statement to Pittsburg Coal Company.

WEST VIRGINIA'S ADVANTAGE IN THE NINTH DISTRICT

At Present Differential Companies of Mountain State Could Take Away Practically All of Pittsburg Coal Tonnage if Permitted to Continue

Special to The Weekly Courier

NEW YORK March 15.—The following was submitted to W. H. Taylor Chairman of the Pittsburg Coal Company at the stockholders meeting in Jersey City yesterday by J. W. Kinne one of Pittsburg's well known attorneys. Mr. Kinne represented dissatisfied interests and the following questions show the position of the company as far as earnings and West Virginia competition are concerned. It seems to be hopeless situation unless freight rates can be adjusted.

Lack of transportation by the coal interests of West Virginia is the only cause for not making further inroads on our territory. The proposed 3 to 9 cents differential would not in any manner change the destination of a ton of coal.

This situation was pointed out during a late hearing lately at the Chamber of Commerce but because of certain influence leading shippers discouraged any action.

The following is not only the hope less position of one company but the main mining coal and metallurgical companies in the Pittsburgh Connellsville fields. It continues to mean their utter financial ruin. As it is they will take years to make up what has been lost.

In regard to a claim of the Little Beaver Coal Company's helpedness we find that the interest bearing debt is as follows:

Announcement was made Saturday in Mine Inspector P. J. Walsh of the Ninth district that the dates for examination of land dues for miners and fire bosses certificates have been set for April 4, 5 and 6. The examinations will be held in the Chamber of Commerce room in the First National Bank building Connellsville.

The first three days will be for the examination of candidates for mine foremen's certificates. The last day will be for those who want fire bosses certificates.

The examining board this year is composed of Inspector P. J. Walsh, D. R. DePriest and P. J. Culkin the latter a new member of the board representing the miners.

The committee this year has requested all those who intend taking the examination to state their intention to some member of the committee four or ten days before the date of the first examination so proper arrangements can be made for setting the class.

Interest on First Mortgage Bonds \$10,000

Interest on Second Mortgage Bonds \$10,000

Interest on Floating Indebtedness—ap proximate \$10,000

Total \$30,000

CAPITAL Preferred Stock outstanding 27,000 shares Common Stock outstanding 29,104,000

Total \$10,000

The interest on bonds is at the rate of 6% and on the floating debt at 7%.

Assume a 10% return on the capital.

Assume a 6% return on the floating debt.

Assume a 5% return on the common stock.

Interest on First Mortgage Bonds \$10,000

Interest on Second Mortgage Bonds \$10,000

Interest on Floating Indebtedness—approx \$10,000

Interest on Preferred Stock \$10,000

Interest on Common Stock \$10,000

Interest on Floating Indebtedness—approx \$10,000

Interest on Capital \$10,000

Interest on Floating Indebtedness—approx \$10,000

Interest on Preferred Stock \$10,000

Interest on Common Stock \$10,000

Interest on Floating Indebtedness—approx \$10,000

Interest on Capital \$10,000

Interest on Floating Indebtedness—approx \$10,000

Interest on Preferred Stock \$10,000

Interest on Common Stock \$10,000

Interest on Floating Indebtedness—approx \$10,000

Interest on Capital \$10,000

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Interest on Preferred Stock \$10,000

Interest on Common Stock \$10,000

Interest on Floating Indebtedness—approx \$10,000

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Interest on Common Stock \$10,000

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Interest on Capital \$10,000

Interest on Floating Indebtedness—approx \$10,000

RAILROADS DENY DISCRIMINATION.

Reply to Coke Producers' Association Who Filed Charges.

SOME POINTS THEY ADMIT

Among Them is Fact That Rate From Connellsville Region Is Greater Than That From the Fairmont Region to Eastern Destinations.

Attorneys for the Baltimore & Ohio railroad, the Pennsylvania Company and the Erie railroad filed answers Tuesday at Washington with the Interstate Commerce Commission to complaints made by the Coke Producers' Association of the Connellsville region. Each denies that the freight rates complained of are unjust or discriminatory, or the result of combination.

The Baltimore & Ohio admits that the rates charged by it are correctly stated in the complaint, except that its rate from the Connellsville division to Pittsburgh is 75 instead of 80 cents a ton. It also denies that its rates westward on shipments of coke for purposes other than for use in blast furnaces are in excess of the blast furnace rates; that rates were established by mutual agreement and concert of the railroads, or that its rates per ton mile from Connellsville are greater than the rates per ton mile exacted by itself and other roads from West Virginia districts.

It admits that rates from the Connellsville district to certain eastern markets are higher than from the Fairmont, W. Va., district, although the distance from the Fairmont district is "generally speaking, longer than from the Connellsville district to the same markets."

It denies, however, that this is undue and unreasonable preference, or that the rates are "unjust, unreasonable, excessive and discriminatory." As to loss of business complained of and retarding of natural increase of business because of the freight rates to which objection is made, the railroad says it cannot affirm or deny, as it is "unadvised as to the truth of the statement," and it "asks for strict proof thereof."

In conclusion, it denies discrimination against the Connellsville district in favor of the West Virginia districts.

The Pennsylvania Company's answer is in general similar to that of the Baltimore & Ohio. Both say that they are unadvised as to whether members of the complaining association are engaged in mining coal and manufacturing and shipping coke, and ask for proof.

The Pennsylvania Company says that only one of its lines extends into West Virginia, but admits that its other lines may co-operate in the haul from that region. It denies that the rates complained of are unreasonable and unjust in and of themselves that they are maintained and exacted by mutual agreement and concert of action of the carriers, and ask proof of the extent and scope of the competition between the Connellsville and West Virginia districts, and also proof of the ton rate of the two districts.

The Erie railroad says that it does not touch the Connellsville region and is not concerned in shipments from that region except as an intermediate line. It makes sweeping denial of all charges so far as it is concerned. Answers to complaints in the lake coal freight cases are due tomorrow.

RAILROADS' REPLY

To Charges of Discrimination in Freight Rates by Coke Operators.

The answer of the Connellsville region railroad companies to the complaint of the Coke Producers' Association, that the freight rates on Connellsville coke are discriminatory and unjust, must not be taken too seriously. It is a general denial in the nature of a formal plea putting upon the complainants the burden of establishing the truth of their charges. This will appear more distinctly between the lines by an examination of the answers.

One railroad admits that it charges less for a longer haul from the Fairmont region than it does for a shorter haul from the Connellsville region, yet it denies that this is "undue and unreasonable preference." In this particular case the burden of proof will be on the railroad, and it will perhaps have a hard time convincing the court that its rate is not discriminatory.

The language of its answer creates the inference that it thinks the Fairmont region is entitled to some preference, that is a preference that is not "undue and unreasonable," in freight rates over the Connellsville region, and this is probably the substance of the railroad defense. The railroad position has always been that the proper rate on commodities from competing sections is "as much as the traffic will bear." The contention of the Connellsville coke operators is quite the reverse. They claim with some show of reason that an equitable freight rate is one which is based on the length of the haul, and the advantages of a profitable back-haul rather than unprofitable empties. This is the chief question which the Interstate Commerce Commission will pass upon.

A rather singular feature of the railroad's answer is the denial that less

rates are charged for furnace coke to points west than for coke used for other purposes. It is no secret that the railroads have always charged a higher rate for foundry coke to all points than for furnace coke, and in this they have the justification of that business rule which accords lower rates to wholesale buyers than it gives to retail purchasers. The furnaces take from 90 to 95% of the product of the Connellsville region, and for this reason they have always demanded and received a better rate on their coke. It is for the Interstate Commerce Commission to say whether this is a just and equitable rule. If we are not mistaken, the court has recognized this principle in other classifications, and it will probably not deny it in the case under consideration.

Perhaps the most remarkable portion of the railroad answer is that which denies that coke rates are maintained and exacted by mutual agreement." In times gone by there was an agreement in writing. When the Interstate Commerce Commission was established the writing on that agreement faded, but there has always been a strong suspicion that the agreement remained. However that may be, it is right and proper for the railroads to maintain and exact the same rates provided always that those rates are equitable and just.

Finally, as to the sweeping denial of the Erie railroad, it may be stated that the complaint is primarily against the Pittsburg & Lake Erie railroad, and against the Erie railroad, as it properly puts it, "as an intermediate line," and as such a line only it is called upon to answer.

BIG ENGINES

Of the Mallet Type for the Baltimore & Ohio Railroad.

The Baltimore & Ohio railroad has been notified that five of the largest railroad locomotives ever constructed, of the Mallet articulated compound type, have been completed and have left the shops at Richmond, en route to Baltimore for delivery, all ready to be placed in service.

The Mallet locomotives are 93 feet, 3½ inches long from the pilot to the drawbar on the tender, having 16 driving wheels arranged in sets of four pairs. The engine also has two sets of cylinders, those forward being low-pressure and those in the rear high-pressure cylinders. The steam pressure of the new engines is 210 pounds to the square inch.

The Mallet engines were included in the contracts for new equipment placed early last year with a view to equipping the road to expeditiously handle business offered and to care for increased business. At the same time, it will be remembered, the Baltimore & Ohio management began the construction of a third track across the mountains in West Virginia, which work is progressing satisfactorily.

A GREAT RECORD

Made By Pennsylvania Railroad in Passenger Traffic.

Not a single passenger out of 126,000,000 carried on the Pennsylvania Railroad in 1910 was killed in a train accident. This is brought out in a report issued today by the company giving accident statistics for the years 1908, 1909 and 1910, for the Pennsylvania railroad lines east of Pittsburgh and Erie.

These include the Pennsylvania railroad proper, Philadelphia, Baltimore & Washington railroad, Northern Central railway, Cumberland Valley railroad, Maryland, Delaware & Virginia railroad, Baltimore, Chesapeake & Atlantic railroad, the West Jersey & Seashore railroad and the Long Island railroad.

WATER COMPANIES OF COKE COMPANIES.

(Continued from First Page.) When it was found that the local water supply was insufficient to control the fire, the Trotter Water Company diverted its flow to the mains of the Youghiogheny Water Company, owned by the Frick Coke Company, and it was owing to this increased supply that the fire was confined to one building, and adjacent property saved.

Looking at the question from every standpoint, the attack of the North American upon the water companies owned by the coal and coke companies of these two counties is not justified. As a matter of course, these companies are in the water business primarily to take care of their own interests; but they have never yet failed to respond to the best of their ability, to the appeal of those in distress.

The coal and coke owners of water supplies in Fayette county are the H. C. Frick Coke Company, the Pittsburgh Coal Company, the Taylor Coke & Coal Company, the Connellsville Central Coke Company, and the Lincoln Coal & Coke Company.

The H. C. Frick Coke Company has its water holdings consolidated under the merged corporation known as the Trotter Water Company, organized on September 14, 1905, chartered for Fayette and Westmoreland counties, with water rights on the Monongahela and Youghiogheny rivers, Shute's run, Red Stone creek, Coal Lick run and Yorks run. It controls:

Trotter Water Company, chartered in 1883 for Dunbar township, Fayette county.

Youngsella Water Company, chartered for Fayette county.

Franklin Township Water Company, chartered April 22, 1898, for Franklin township, Fayette county.

A rather singular feature of the rail-

LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Mar. 11, 1911.

Ovens	In Blast	Name of Works	Name of Operator	P. O. Address
31	128	Acme	W. J. Rainer	New York N. Y.
32	—	Acme	Penn Coke Co.	Uniontown
33	200	Alverton No. 1	H. C. Frick Coke Co.	Pittsburgh
104	200	Alverton No. 2	H. C. Frick Coke Co.	Pittsburgh
397	55	Angeline	H. C. Frick Coke Co.	Pittsburgh
152	200	Bethany	H. C. Frick Coke Co.	Unicktown
200	200	Bilmer	H. C. Frick Coke Co.	Pittsburgh
284	120	Bourns	Wharton Furnace Co.	Greensburg
249	160	Brockerton	H. C. Frick Coke Co.	Pittsburgh
283	150	Buckeye	H. C. Frick Coke Co.	Pittsburgh
280	150	Burn	H. C. Frick Coke Co.	Pittsburgh
225	150	Casson	H. C. Frick Coke Co.	Pittsburgh
251	150	Central	H. C. Frick Coke Co.	Pittsburgh
154	150	Clare	Clare Coke Co.	Greensburg
106	150	Clarissa	James Cochran Sons Co.	Dawson
125	150	Conbrook	H. C. Frick Coke Co.	Pittsburgh
202	150	Continental No. 1	H. C. Frick Coke Co.	Pittsburgh
120	150	Continental No. 2	H. C. Frick Coke Co.	Pittsburgh
225	150	Continental No. 3	H. C. Frick Coke Co.	Pittsburgh
120	150	Crossland	H. C. Frick Coke Co.	Pittsburgh
273	150	Davidson	H. C. Frick Coke Co.	Pittsburgh
40	150	Dexter	H. C. Frick Coke Co.	Pittsburgh
45	150	Eaton No. 1	Whelby Coke Co.	Connellsville
50	150	Eaton No. 2	Whelby Coke Co.	Connellsville
21	150	Elm Grove	W. J. Rainer	New York N. Y.
94	150	Fox Hill	H. C. Frick Coke Co.	Pittsburgh
20	150	Franklin	H. C. Frick Coke Co.	Pittsburgh
20	150	Gardiner	H. C. Frick Coke Co.	Pittsburgh
20	150	Hostetter	Hostetter Connellsville Coke Co.	Connellsville
20	150	Humphrey	H. C. Frick Coke Co.	Pittsburgh
20	150	Junita	H. C. Frick Coke Co.	Pittsburgh
20	150	Kyle	H. C. Frick Coke Co.	Pittsburgh
20	150	Lewisburg No. 1	H. C. Frick Coke Co.	Pittsburgh
20	150	Lewisburg No. 2	H. C. Frick Coke Co.	Pittsburgh
20	150	Heister	Sunshine Coal & Coke Co.	Pittsburgh
20	150	Henry Clay	H. C. Frick Coke Co.	Pittsburgh
20	150	Hillman	H. C. Frick Coke Co.	Pittsburgh
20	150	Little Sunshine	King Coke Co.	Connellsville
20	150	Love	Clyde-Murphy Coal & Coke Co.	Connellsville
20	150	Mahoning	Cambria Steel Co.	Pittsburgh
20	150	Markwood	H. C. Frick Coke Co.	Pittsburgh
20	150	Martindale	H. C. Frick Coke Co.	Pittsburgh
112	150	Morgan	H. C. Frick Coke Co.	Pittsburgh
20	150	Mt. Pleasant	Mt. Pleasant Connellsville Coke Co.	Connellsville
118	150	Mutual	H. C. Frick Coke Co.	Pittsburgh
20	150	Ney	H. C. Frick Coke Co.	Pittsburgh
20	150	Oliphant	H. C. Frick Coke Co.	Pittsburgh
20	150	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburgh
20	150	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburgh
20	150	Painter	H. C. Frick Coke Co.	Pittsburgh
160	150	Paul	W. J. Rainer	New York N. Y.
20	150	Patterson	Marshall & Stillwagon	Perry
15	150	Perry	H. C. Frick Coke Co.	Pittsburgh
210	150	Phillips	H. C. Frick Coke Co.	Pittsburgh
125	150	Reidmore	H. C. Frick Coke Co.	Pittsburgh
20	150	Riverside	W. J. Rainer	New York N. Y.
20	150	Standard	H. C. Frick Coke Co.	Pittsburgh
20	150	Starling No. 2	H. C. Frick Coke Co.	Pittsburgh
120	150	Summit	H. C. Frick Coke Co.	Pittsburgh
40	150	Thomas	Whelby Coke Co.	Connellsville
40	150	Thompson	H. C. Frick Coke Co.	Pittsburgh
70	150	Union	H. C. Frick Coke Co.	Pittsburgh
220	150	Veteran	H. C. Frick Coke Co.	Pittsburgh
20	150	White	H. C. Frick Coke Co.	Pittsburgh
20	150	Wiley	H. C. Frick Coke Co.	Pittsburgh
20	150	Wynn	H. C. Frick Coke Co.	Pittsburgh
20	150	Youngkin	H. C. Frick Coke Co.	Pittsburgh
20	150	Youngstown	H. C. Frick Coke Co.	Pittsburgh

Orient Coke Co.,

Furnace and Foundry Coke.

Works: ORIENT, PA.
Main Office: UNIONTOWN, PA.

CONNECTIONS, P. R. R., P. & L. E. B. & O. R. R.

Riverside Metal Refining Co.

MANUFACTURERS OF
BABBITT METALS
and SPECIAL ALLOYS TO FORMULAE.

Ingot Copper Ingot Brass
Pig Tin Pig Lead Spelter Solder
PHOSPHOR BRONZE

"Riverside Anti-Acid Bronze"
GUARANTEED ACID PROOF
Suitable for Mining Machinery.

GENERAL OFFICE AND WORKS, CONNELLSVILLE, PA.

with water rights on Allen run, is owned by the Pittsburg Coal Company, chartered April 26, 1909, for Palm and Shadie townships, Somerset county.

The Hibbs Water Company, chartered February 21, 1905, for Menallen township, Fayette county, with water rights on Salt Lick creek, is owned jointly by the Taylor Coal & Coke Company and the Connellsville Central Coke Company. The latter also owns the New Salem Water Company, chartered December 17, 1905, for Menallen township.

The Menallen Water Company, chartered August 18, 1902, for Menallen township, with water rights on Fans run, is owned by the Lincoln Coal & Coke Company.

In Indiana county the Lackawanna Coal Co. owns the Burlington Water Company, chartered December 28, 1900, for Burlington township, and the Edina Water Company, chartered in 1902 for Hempfield township. The Donohoe Coke Company owns the Waverly Water Company, chartered in 1902 for Salem

MINERS' UPLIFT BEING PROMOTED.

Institute Held at Scottdale
Under the Auspices of
the Y. M. C. A.

ILLUSTRATES THE INTEREST

Dr. Crane's Lecture Proves Valuable
to Men Who Will Be Examined For
Fire Boss and Mine Foreman—Y. M.
C. A. Work Extensive.

Special to The Weekly Courier.

SCOTTDALE, March 15.—Another

forward step was made in the Y. M.

C. A. educational work throughout the

Bituminous region when the Y. M. C.

A. Mining Institute of Scottdale, had

Dr. W. R. Crane, Dean of the Department of Mining of the State College, in

Scottdale on Saturday evening. Dr.

Crane's published lectures have been

read at previous institutes by Secre-

tary W. H. Glasgow. The institute

was held in the Odd Fellows hall, and

140 were in attendance. From points

around Mt. Pleasant and Connellsville

there were good representations

of the men interested in mining. The

delegation that came from the most

inaccessible place was the one from

Star Junction, headed by R. M. Pollock,

the superintendent of the Washington

Coal & Coke Company's mines and

Chas. Thrasher, Ross Sisley, Herman

Elkins, John Managan, and Wm.

Nedley, who have various official posi-

tions there. The attendance would

have been larger from Star Junction

had it not been for putting in a re-

modelled fan at Mine No. 1, which pre-

vented several from coming. The men

went to Connellsville and staid over

night, going home Sunday morning.

This is an illustration of the interest

in the work. The closest attention

was paid to the lecture, which was

simple and comprehensive, and val-

uable to the men who will be examined

on April 4, 5, 6 and 7 for fire bosses'

and mine foremen's certificates in the

21 Bituminous districts.

At the conclusion of the lecture such

veterans as P. E. Glenn, former presi-

dent of the institute, Assistant Chief

Engineer T. W. Dawson, Chemist J. R.

Campbell and others of the Frick com-

pany complimented Dr. Crane upon his

work. State Mine Inspector D. R.

Blower, who is president of the local

institute and Secretary W. H. Glas-

gow, who is General Manager W. H.

Gingerman's secretary, were greatly

pleased with the success of the insti-

tute.

Dr. Crane was assisted by E. E.

Black of Greensburg, who is the

Assistant Secretary of the Y. M. C. A.

Bituminous Committee. T. R. Diltz,

the Secretary, was also present from

Greensburg. All were greatly pleased

with the turn out and the interest

shown.

Dr. Crane's lecture was illustrated

with a stereopticon which he con-

structed himself. It is an instrument

that shows his mechanical skill, and

was made particularly to show a large

collection of slides in which actual

lamps and such things are shown on

the screens. The slides are interest-

ing from their mechanical ingenuity

and the effects secured by them. To

pack up the lantern and the slides re-

quired two hours following the lecture.

He illustrated such things as dust

explosions, mine fires, the effect of

gases, etc., with actual chemical ex-

periments thrown on the screens.

The Bituminous Committee of the

Y. M. C. A. has been doing a great

work in the uplift for the men em-

ployed about the mines and ovens

to the association's blazing of the way

the coal and coke companies have

fallen into line quickly and are aiding

at every point possible. The Y. M.

C. A. inaugurated the First Aid move-

ment which Major Lynch, U. S. A.,

at the head of the First Aid movement

terms a humanitarian work that is not

equalled. Except with the H. C. Frick

Coke Company, the Y. M. C. A. has

organized the First Aid classes in the

region, while the Frick people have a

large number of classes. Secretary

Diltz says that at least 1,300 men are

in the First Aid classes.

The itinerary of the Mine Rescue car

sent out by the Bureau of Mines was

arranged by Secretary Diltz, and

visited 26 mining centers recently.

About 6,000 men were addressed on

the subject of mine rescues in case of

accident. Between 5,000 and 6,000

men visited the car and saw the

rescue apparatus used. It is signif-

icant that every place these meetings

were held there was a First Aid class

a Mining Class, a Mining Institute or

a local Y. M. C. A. promoted by the

Bituminous committee, which shows

the interest the association is taking

and the interest manifested by the

coal and coke companies and the men

employed by them. The spread of

mining education is going on uncon-

sionably.

Home From the South.

W. F. Fogg, President of the Union

town Chamber of Commerce, and a

prominent Lower Connellsville coke

region operator, arrived home Sunday

night from a five weeks' trip through

the south, making visits in Alabama,

Florida and Cuba. He feels greatly re-

freshed from his vacation and is now

ready to take up his numerous duties

in Fayette county.

Miner Instantly Killed.

William Taylor, a miner, was in-

stantly killed Friday at Jamison.

He was killed in the mine.

He was working in the mine when

he was killed.

AFFIDAVIT OF DEFENSE

Filed by the Pennsylvania Railroad Company in Receiver's Suit.

The Pennsylvania Railroad Company Saturday filed an affidavit of defense to the suit of the Dunbar Furnace Company and Walter C. Harris, receiver, recently filed against them for the removal of several hundred tons of pig iron from the vicinity of the Dunbar plant.

The suit is the outcome of litigation which has involved the Dunbar Furnace Company for several months. When Harris was appointed receiver there were thousands of tons of iron on and about the premises. The Pennsylvania railroad hauled some of it at the instance of the Cleveland Cliffs Iron Company of Cleveland.

In the affidavit of defense the railroad denies any liability, avering that the iron was not the property of the plaintiff, was not in its possession or control, but that the railroad received the iron as a common carrier, the property belonging to the Cleveland Cliffs Iron Company.

HAVE PULMOTOR

At the Rescue Station of the Frick Company at Leisenring No. 1.

Reports throughout the country generally are commenting on the fact that the new mine rescue cars of the Bureau of Mines are equipped with a new German apparatus called the pulmotor, which is used to restore respiration and in resuscitating miners.

The pulmotor is a wonderful invention for restoring respiration and, in line with its progressive action in equipping its mine rescue stations with the latest equipment, the H. C. Frick Coke Company some time ago installed a pulmotor at its rescue station at Leisenring. Uncle Sam is not the only one to adopt the pulmotor for mine rescue work.

SOON TO OPERATE.

Shannon Company Will Fire the Old Jimtown Ovens.

The Shannon Coal & Coke Company of Uniontown is getting ready to operate at Jimtown with about 40 ovens, supplied with coal from the Gault mine near Tyrone Presbyterian church, running the coal down on a tramway. They expect to remodel about 20 ovens, taking the foundations of the old Jimtown ovens to build on. This will put them in shape to run 10 ovens. The company is now loading from about three car loads of stock coke each day.

Several of the officials of the Cochran Brothers company were at Spring Grove works last week.

THE EFFECTS OF DISCRIMINATION.

(Continued from First Page.)

There is a fair price, f. o. b. Lake ports, which is held in order that the above may be paid. The price must be increased to \$2.50 in impossibility with freight rates as at the present time.

The only possible chance for any sort of relief is by getting advantages of the natural differential in freight rates due to the difference of geographical condition of this company demands it and the geographical location justifies it.

Even with such regulation, the common stock cannot expect any return for a long time to come.

These figures will be reduced by the profits of stores, rents, etc., 4¢ per ton.

Let us open up and analyze the position of a company with \$20,000,000 bonds outstanding and an original investment of \$30,000,000.

We will leave the original investment to the close.

The interest 6 1/2% and sinking fund 1 1/2% is to be paid.

Additional 4¢ per ton for coal.

Now, if we add the 4¢ per ton, the

total cost of coal is \$2.50 per ton.

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total cost of coal is \$2.50 per ton.

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total cost of coal is \$2.50 per ton.

LIST OF COKE OVENS IN The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Mar. 11, 1911.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address

<tbl_r cells="5" ix="3" maxcspan="1" maxrspan

The Weekly Courier.

Entered as second-class matter at the post office, Connellsburg, Pa.

THE COLUMBIA CO. Publishers.

M. F. SNEYDER,
President and Managing Editor
J. H. R. STEWART,
Secretary and Treasurer.

Office, The Courier Building, 1874 W.
Main Street, Connellsburg, Pa.

THURSDAY MORNING, MAY 10, '11

THE BUSINESS OUTLOOK
IN THE COKE REGION.

Despite divers dire threats of an extraneous character, business conditions in the Connellsburg coke region and in the industrial world generally, continue to hold their materially improved position and give promise of still further advancement.

The country is confronted with several conditions disturbing to business chief among these are: (1) The Democratic threat of prolonged Tariff tinkering, (2) the threatened embroilment with Mexico, and, (3) the decision of the Interstate Commerce Commission refusing the railroads permission to make a general advance in freight rates.

While it is quite probable that the Reciprocity agreement between the diplomatic representatives of the United States and Canada will be put into the form of law, it is altogether unlikely that there will be any further changes in the present Tariff law. It is, therefore, likely that business will discount the political situation, as it has often done before, and this shadow will be lifted.

The Mexican situation is alarming only to the very timid. It is now evident that the purpose of the American Government in massing troops along the border is to lend its influence to the pacification of the country, the restoration of order the protection of life and property, and by no means incidental, the large investments of American capital in the disturbed districts. The protection of American capital should be reassuring rather than disturbing to business. The Mexican insurrection promises to peter out soon, and this bugaboo will be banished.

The decision of the Interstate Commerce Commission, refusing the railroads permission to make a general advance in freight rates, has been followed by threats of retribution which is to say restriction of orders for rails and other materials and possibly reductions in the working forces.

This threat is not taken seriously. The railroads have been withholding their rail and equipment orders for the past several years. In the mean time, their rails and equipment have been wearing out. The increase in traffic makes it necessary for the railroads to provide facilities for handling it. It is no longer a matter of choice with them. They must enter the market, and they are entering it at any threats to the contrary notwithstanding.

The same condition applies to their working forces. They cannot decrease them in the face of increasing traffic.

The steel, iron and coke interests have no quarrel with the decision of the Interstate Commerce Commission. These interests have reduced their prices and at the same time advanced the wages of their labor. They may be excused if they fail to see how equity which permits the railroads to increase freight rates on their raw materials and finished products. They see no reason why the railroads should be allowed to raise freight rates when they have been obliged to reduce the prices of their products, especially when some portion of the freight advance seems destined to come out of the pockets of the producers.

The American Metal Market, a well informed industrial journal, reviews the freight rate decision in the following manner:

The iron and steel industry is to be congratulated upon this wise decision. The country has been suffering from the high cost of living. The iron industry has made its readjustment as it is obtaining only from three fifths to two thirds as much for its pig iron as in 1907, while our composite finished iron has had a decrease of 62% in 1907 to 1910. The decrease of 62% at the same time the iron and steel industry is paying slightly higher wages is paying more for some of its supplies and in many cases paying higher freight rates to the railroads. The American Metal Market government has embraced this curbing of the railroads as one means to encourage a reduction in the cost of living and the iron industry, which has made its own adjustment, should feel encouraged.

The assumption that the freight rate advances in contention involved an sum of money through the expenditure of which the iron industry could be benefited was absolutely preposterous. The current estimate was that \$50,000,000 would be lost by the production of the iron and steel industry, valued at the stage of manufacture at which material customarily goes to railroads when it goes to that line of consumption at all may be estimated at this \$1,500,000.

In a good year such a loss would be hard to see. On this sum the whole \$50,000,000 would make out 4%, but there was no guarantee or even provision that any part of this miserable \$50,000,000 would be so expended. It was not the \$50,000,000 that the principle of the public guarantee, but the possibility of the railroads might choose to have pointed for which the railroads fought.

In the eighties, when the railroads were being built more than half the iron output went to them. In 1887 over 12,000,000 tons of iron was built, more than in any year before since. In that year the country made \$17,148 tons of pig iron. Last year it made more than four times as much but railroad consumption was not proportionately increased. In the American Iron and Steel Year Book it was shown that in 1907, 1908 and 1909 heavy railroad consumption the entire proportion of the railroads was not as much as 40% of the product of the iron and steel industry as a whole. Last year the proportion was still less.

Without going into detail, we may note there was about 2,500,000 tons of rails (the balance of our production of 8,684,029 tons comprising exports, light rails, trolley line rails, etc.) locomotives taking about 160,000 tons cars and buildings about 300,000 tons. If to these tonnages is added an estimate obviously too large, of 900,000 tons to cover all else, we have a total of not less than 9,000,000 tons of railroads and car carriers the iron and steel industry's output last year. Certainly variations of a few per cent either way for this will not figure in the iron trade's future. What the trade needs above all is upon an organized basis for doing business and have its goods carried at the lowest possible charges. Only thus can we hope to be truly prosperous.

The Courier has been a persistent and consistent advocate of living rail road rates and living railroad wages, but it has never for one moment lost sight of the fact that the public ultimately foots the bill in all the walks of life the consumer must pay the freight but the freight rates must be regulated to a scale of wages sufficient to enable the workman to support himself and family in comfort to enable the manufacturer to lay down his wares in domestic or foreign markets in competition with other producers and to earn sufficient income to pay the stockholders of the transportation companies reasonable dividends on their investments.

It is the province of the Interstate Commerce Commission to regulate railway charges on this basis and applying the rule the commission has said that in its view the railroads are getting their fair share. The railroads it is suspected are ready to abide by this decision but the naturally kick aside it for no other reason than to justify their contention.

Upon the whole, there is nothing in the situation which should seriously shake the confidence of the business world, and evidently there is not. Business is actually going forward rather than backward. If its advance is slow it is due to wise caution. It does not want to stumble, and nobody wants it to fall.

NO CORPORATE MONOPOLY
OF OUR WATERS.

The Philadelphia North American is a personally owned, personally conducted personal organ with a private political grievance. Its deliverances are pitched on the high key of pure politics and public spirit but they have always been the blotted memory of John Wanamaker's disappointed Senatorial ambition.

It will be remembered that Uncle John once tried to break into the United States Senate and was not very particular about the means he employed and that, after a long and expensive fight he failed. Since then the political influences which defeated his ambition and all suspected of having any connection or affiliation with them, are fiercely denounced on all occasions by the North American.

In a recent article the Wanamaker family organ announced the discovery of a gigantic plot upon the part of the coal interests to appropriate to themselves all the water rights of the State. We are not prepared to answer for other sections but speaking for the Connellsburg coke region we may say that its coke operators are certainly not among the plotters.

The Connellsburg coke operators have drawn freely from the streams of Fayette and Westmoreland counties in the operations of their plants but they have at no time availed any position to monopolize them on the contrary, they have frequently and freely relieved the necessities of horse-preserved and suffering towns and villages whose water supplies have become insufficient during seasons of drought and we have yet to know that they ever made merchandise of such necessities.

The water plants of the Connellsburg coke operators have without exception been constructed with the sole view of supplying their own needs, but they have been obliged in supplying such needs as they could at reasonable and satisfactory rates. They have not however sought any outside business and such as they have done has been matter of accommodation. The H. C. Frick Coke Company, for example gets most of its water from the Youngstown river. Its Trotter plant at Connellsburg takes the water beyond Uniontown supplying a large number of the Frick coke plants.

The Uniontown Water Company has been short of water during certain seasons for several years past and they have been glad to supply the Water Company a liberal sum per month for sufficient water to enable them to meet the needs of the town.

The Pennsylvania railroad has come nearest to robbing Fayette county of one of its natural water resources. The Mountain Water Supply Company subsidiary corporation has organized to meet the needs of the town.

The railroad's water system is interesting legal question. It has been held by a large number of Pennsylvania lawyers that it is in the interest of the company to continue its water system to the city of Pittsburgh.

It is also plain however that Colonel Guffey has not been unshorn in his legal opinion. It is the opinion of the majority of the members of the Big Five that it is not within the power of the corporation to do this.

The situation develops in the following legal opinion. If it is held that the corporation has the right to do this, it is clear that it is in the interest of the corporation to do this.

The result, as Colonel Guffey indicates that the Pennsylvania legislature has passed a bill to prohibit the corporation from doing this.

The Pittsburg & Ohio Railroad has been compelled to do this, and the Pittsburg & Ohio has been compelled to do this.

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THE MAINTENANCE
OF INDUSTRIAL SUPREMACY.

The Pittsburg business men have been invited to consider the moment our question "Is Pittsburg Losing Her Supremacy as an Industrial Center?"

The Pittsburg Chamber of Commerce has recently been trying to start a movement looking toward the location of diversified industries. The movement does not seem to have materialized as yet, and in the meantime John W. Bollard propounds the opening question and produces the answer. He shows that with an equitable freight rate on Pittsburg coal, the Pittsburg district loses its industrial supremacy, and with West Virginia mines operating under favored rates the Pittsburg district is handicapped in the present and menacing in the future.

The situation applies to the Connellsburg coke region as an integral part of the great Pittsburg industrial district and it applies to Connellsburg as at least one of the centers of that region. The Connellsburg Chamber of Commerce has been chasing in some diversified industries and will continue to do so on the job but Connellsburg is vitally interested in the movement of the Coke Producers Association to obtain more equitable freight rates on Connellsburg coke. Such freight rates mean more and better business for the Connellsburg coke producers and that she shall.

THE APPOINTMENT
OF THE JUDICIARY

The Dauphin Court has decided with reference to the effect of the Constitutional Amendment on the terms of judges which expire in 1913, 1915, 1917 and 1919 that the Legislature cannot extend the terms of any judge even to bring him into the Constitutional Amendment in harmony with its purpose neither can an election be held in 1913 because the Act of 1874 says the terms of all judges shall begin the first Monday of January succeeding their election.

We regret that such publications make no body nervous but we fear if our news was confined merely to such words the Courier would be so sorry that nobody would want to read it.

BALLINGER
AND HIS ENEMIES

Richard H. Ballinger has resigned the position of Secretary of the later or with the avowed purpose of exposing the Progressives who have been trying to rob him of his character public and private.

It may be a great hardship to the disseminators of information but it will be welcomed by the good citizens who have become sick of the growing tendency to reckless expenditure and rotten corruption in judicial campaigns. They are beginning to feel that it would be better for the public morals if Pennsylvania returned to the old method of picking in the name of some lawmaker or legislator.

The concussion is reaching a feverish pitch in the judiciary occurring through the operation of the new election laws must be filled by appointment by the Governor.

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Perhaps if these appointments prove worthy there may be another Constitutional Amendment proposed empowering the Governor to appoint the judiciary during a cool period of time.

THE PENNSYLVANIA
DEMOCRATIC INSURRECTION

The war in Mexico is not more bitter or determined than the war in the Democratic party of Pennsylvania. The Pennsylvania insurrection is fighting the organization for about the same reason the Mexican insurgents are fighting the government.

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ISAAC F. SMITH DIES ON SUNDAY.

He Was the Oldest School Teacher in Fayette County.

HAD TAUGHT MANY TERMS

Commencing at the Hutchinson School in South Union Township—Funeral Will Be Held Tuesday Morning With Interment at Uniontown.

Isaac Field Smith, one of the best known residents of Dunbar township, died on Sunday afternoon at 2 o'clock at his home in No. 4 Dunbar township district after an illness dating back for two years. Although Mr. Smith has been in bad health for some time his health did not fail until the past six weeks when he grew gradually worse and for the past week had been partially unconscious. Mr. Smith was the son of Henry and Leah Smith and was born and raised in North Union township. Mr. Smith was born May 5, 1837, being 74 years old. His early education was obtained in the country schools of his home township. The last term of school he attended was in the spring of 1860. It was a select school in Uniontown taught by Prof. George Osborne.

Mr. Smith was the oldest school teacher in Fayette county having taught for forty-seven years. He began his career as a school teacher in 1859 at the Hutchinson school in South Union township where he taught two terms. In the spring of 1861 he started on a visit with friends in Iowa. While there he enlisted in Company E, Third Iowa Cavalry, and served in the war until it ended. After his return he was chosen teacher of the Phillips school in North Union township. He taught 13 years in that township, missing but one year, the year of 1871.

He began teaching in Dunbar township in 1870 where he taught continuously until the spring of 1906. His last term of school was taught at the Redstone school in Brownsville township in 1907, after which he retired. He was married to Martha Jane Clark September 15, 1872, a daughter of the late William and Susan Hiebert Clark of Uniontown, who survives with four daughters, Mrs. J. S. Driscoll, of Dunbar; Mrs. Frank H. Herzer, of Brownsville, and Miss Susan Smith, who teaches at the Hill Farm school in Dunbar township, and Miss Jessie Smith, who teaches at Douglas College in Connellsville, and two grand children, William and Dorothy Driscoll. He is also survived by the following brothers and sisters: Mrs. Mary Bosley of Uniontown; Mrs. Alice Cameron of Ossabaw, Iowa; Mrs. Alice Cameron of Ossabaw, Iowa, and Louis and Elmer of South Dakota. He was a brother of the late Henry P. Smith, former Treasurer of Fayette county, and an uncle of Messrs. Harry and William C. Smith of Dunbar. He was a member of the First Presbyterian Church and also a member of the Royal Arcanum Lodge of Dunbar.

WILD BULLS

Roam Over South Connellsville After Escape From Stockyards.

A job at the Connellsville stockyards, where western cattle are exercised five hours when in transit, is no easy matter. Especially is this true when the animals go on a rampage and break out of the pens. An incident of this kind happened last week when a carload of bulls broke down the fence of their pens and scattered over the yards. The force at the stockyards had a strenuous night of it before the stock was finally corralled.

Some of the bulls were found in the neighborhood of the roundhouse while others had wandered in the vicinity of the plate mill. Nearly all the stock arrives during the night. All the cars are unloaded here, the cattle being given five hours for exercise. Beef, sheep, horses, mules, calves and hogs are cared for in the pens. The trip is particularly hard on calves shipped east for veal, as they get no nourishment from the time they leave Chicago until they arrive at their destination. Usually sheep and calves are shipped in the same car, the sheep being placed on the upper deck.

GRANGE MEETING

Held Last Week at Which Officers Were Elected.

VANDERBILT. March 2.—Dunbar Grange No. 1,022 met and held their regular monthly meeting Monday in the Jr. O. U. A. M. hall of this place. The attendance was large considering the extremely inclement weather prevailing at the time, which prevented quite a large number of the more distant members from attending. After the regular routine business was attended to a large, varied and interesting literary program was rendered.

The topic discussed was "Does the plowing under of green manorial crops pay the farmer?" The question was handled in a highly interesting and very able and intelligent manner, every member present expressing their views upon the subject and after adjournment departing for their homes feeling both pleased and profited by the meeting. The next regular meeting will be held on Tuesday, April 4th at 1:30 P. M. when the following subject will be discussed: "How can we most readily promote the improvement and embellishment of our farms?"

EXAMINATION DATES

For County Diplomas for the Teachers of Fayette.

GOVERNOR TENER FOR MT. BRADDOCK.

Told R. S. Coyle on Friday
He Favored That Site for
Encampment.

GENERAL HULINGS COMING

Will Inspect the Site Next Week and Report to Adjutant General Stewart. Regular Troops to Participate. Local Men Active.

Governor John K. Tener has given his endorsement to Mt. Braddock as the site for the encampment of the Second Brigade of the National Guard of Pennsylvania. That is the word brought back from Harrisburg Saturday by R. S. Coyle, who made a special trip from New York to take the matter up with the Governor. Adjutant General Thomas J. Stewart is also in favor of Mt. Braddock and whether that site will be selected depends entirely upon the report of General Wilkins J. Hulings, commanding the Second Brigade. General Hulings is to come here next week to look over the ground.

Major L. P. McCormick has already inspected the site in regard to sanitary conditions and reports that they are almost ideal. Col. J. M. Reid declares the location is the best, as far as transportation facilities are concerned of any site which has yet been examined.

A conference was held in the Chamber of Commerce on Saturday between Secretary Kurz, Col. J. M. Reid, Major L. P. McCormick, Captain A. R. Kidd, Superintendent of Transportation, M. A. Conley and R. S. Coyle, manager of Shady Grove Park.

Secretary J. Fred Kurz has the assurance that the County Commissioners will grant permission for the use of the Mt. Braddock farm if they can legally do so. They have not as yet received the deeds for the property. The matter will be taken up with the soldier for the Commissioners. Secretary Kurz will take the matter up with the Uniontown Chamber of Commerce and the two organizations will cooperate.

The situation is an ideal one. The land is situated admirably for a military encampment, there is an abundance of pure water and good drainage. Both the Baltimore & Ohio and Pennsylvania railroads are double tracked past that point and there are ample sidings. The proximity of the trolley lines would make it possible to light the camp by electricity.

There is good business ahead for the hotel men if the encampment is landed because visitors would, of necessity, stay overnight at either Connellsville, Uniontown or Dunbar.

Adjutant General Stewart told R. S. Coyle in Harrisburg Friday that in case the encampment goes to Mt. Braddock, there would be detailed there besides the troops of the Second Brigade, a Regular Army detachment of four companies of infantry, two batteries of artillery and three troops of cavalry.

He will exercise supervision over all matters pertaining to installation, maintenance, testing and operation of scales, and will be assisted by D. H. Betty, who has been appointed Inspector of Scales and Weighing. With the creation of the new bureau, the position of Chief Scale Inspector is abolished.

NOT INVITED.

Guardsmen Do Not Expect Bid For Texas Service For Few Weeks.

National Guard officers here have not received as yet invitations to participate in the Texas maneuvers of the regular army for the purposes of observation. The Adjutant General of the State troops will forward to Washington a list of officers and from this selection will be made.

Advices from Washington are to effect that Governor Tener will be permitted to select the Pennsylvania officers to go. The guardsmen will receive full pay for their service, which is not compulsory.

CELEBRATED BIRTHDAY.

B. T. Williams, Night Superintendent at Tin Mill is 51.

In the presence of a number of his friends, B. T. Williams, night superintendent of the plant of the American Sheet & Tin Plate Company's mill at South Connellsville, celebrated his 51st birthday anniversary last Friday evening at his home in South Connells-

ville. Many of his Welsh friends were present and presented him with a handsome silk umbrella with a gold mounted handle and a beautiful silver shaving set. Mr. Williams was greatly surprised.

DATE OF CONTEST

For Literary Event in Dunbar Township is Changed.

Owing to an entertainment to be held by the Vanderbilt schools on Friday evening, March 24, the date of the literary contest of the Dunbar Fricksonian and Leisenonian Literary societies of the Dunbar township High School has been changed to Saturday evening, March 25.

Want District Divided.

The court has been petitioned to divide Perry No. 1 voting precinct

THE WEEKLY COURIER, CONNELLSVILLE, PA.

In Saltillo township, \$40; August 18, 1910.

Jacob Hart and wife to George Warwick, for lot in Springhill township, \$5—October 2, 1893.

Roy W. Wavhoff and wife to George Zocchi, for lot in Redstone township, \$140; November 23, 1910.

Industrial Ready Company to Joseph G. Miller, for three lots in North Union township, \$375; December 19, 1910.

Aleinda L. Barnes to Aaron Anderson Custard, for lot in Redstone township, \$100; June 6, 1904.

Aurelia L. Barnes to Orlard, to William R. Gardner for lot in Knoxville addition to Brownsville, \$120; January 13, 1910.

George F. Tilley and wife to D. A. Craft, for lot on West Main street, Uniontown, \$26,000; August 24, 1910.

Emily G. Gans to John Vogel, for lot at New Salem, \$1,100; March 1, 1910.

John Duggan to William Bonner, for lot in Connellsville, \$100; September 13, 1910.

Landmarks.

R. S. Spradl of Orliepole and Daisy Montague of Farmington.

Crover C. Guyer of Jacobs Creek, and Mary Frances Snyder of Scottdale.

John A. Adamson of Pittsburgh, and Elizabeth A. McFarland of Orliepole.

John and Gladys Eicher, both of Durbin.

Thomas Lewis and Myrtle Gregory, both of Uniontown,

Bank Statements.

REPORT OF THE CONDITION OF THE FIRST NATIONAL BANK OF CONNELLSVILLE at Connellsville, in the State of Pennsylvania, at the close of business, March 7th, 1911.

RESOURCES.

Loans and discounts \$1,183,926.19

Overdrafts, secured and unsecured 5,481.62

U. S. Bonds to secure circulation 75,000.00

Premiums on U. S. Bonds 1,000.00

Bonds, Securities, etc. 202,242.70

Banking house, furniture and fixtures 205,638.84

Other real estate owned 324.39

Due from National Banks, trust reserve agents 25,111.59

Due from approved Reserve 156,010.70

Checks and other cash items 1,783.94

Exchanges for Clinton House 1,046.71

Notes of other National Banks 7,220.66

Fractional Paper Currency, Nickels and Cents 45.10

Lawful Money Reserve in Bank, etc. \$103,561.85

Legal tender notes 5,000.00

Redemption fund with U. S. Treasury (5 per cent of circulation) 3,750.00

Total \$2,114,080.07

LIABILITIES.

Capital stock paid in \$ 73,000.00

Surplus fund 206,000.00

Undivided Profits, less expenses and taxes paid 10,372.10

National Bank Notes outstanding 74,200.00

Due to other National Banks, dividends unpaid 1,556.68

Individual deposits, subject to check 318.60

Individual deposits, subject to check 1,624,057.76

Demand certificates of deposit 107,181.40

Time certificates of deposit 1,000.00

Certified checks 4,073.00

Cashier's checks outstanding 2,501.13

Total \$2,114,080.07

RESOURCES.

U. S. Bonds to secure circulation 25,000.00

Premiums on U. S. Bonds 500.00

Banking house, furniture and fixtures 10,000.00

Other real estate owned 22,012.42

Due from National Banks, trust reserve agents 481.00

Due from approved Reserve 85,798.81

Notes of other National Banks 14,138.73

Fractional Paper Currency, Nickels and Cents 215.18

Lawful Money Reserve in Bank, etc. \$11,557.56

Redemption fund with U. S. Treasury (5 per cent of circulation) 2,500.00

Total \$851,000.00

LIABILITIES.

Capital stock paid in \$ 50,000.00

Surplus fund 115,000.00

Undivided Profits, less expenses and taxes paid 16,281.82

National Bank Notes outstanding 19,400.00

Due to other National Banks, dividends unpaid 2,733.00

Individual deposit, subject to check 647,231.77

Cashier's checks outstanding 17,571.21

Total \$851,000.00

State of Pennsylvania, County of Fayette, ss.

I. R. L. HORTON, Cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

E. T. NORTON, Cashier.

Subscribed and sworn to before me this 10th day of March, 1911.

J. B. KURTZ, Notary Public.

Correct—Attest:

ROBERT NORRIS,
E. T. HUBBELL,
W. D. McGINNIS.

Directors.

REPORT OF THE CONDITION OF THE FIRST NATIONAL BANK OF VANDERBILT at Vanderbuilt, in the State of Pennsylvania, at the close of business, March 10, 1911.

RESOURCES.

Loans and discounts \$ 8

TOWN COUNCIL HOLDS SESSION.

William McCormick is Floor-ed By One of His Own Supporters.

REGARDING WORK CONTRACTED

Third Ward Member Did Not Remem-ber Action Being Taken But Solo-men Lepley Died—Water Company Is Paid—Committees Are Named.

An exchange of pleasantries in more or less forcible language seems to be the rage in Councilmanic circles these days. At the meeting of Council Thursday night Councilman William McCormick once more went off at a tangent and the outcome was an outburst of words idle words on the part of several members of that body, including the minority floor leader himself.

The incident came near the end of a rather listless session. McCormick made a plea that the minority members be given some recognition in committee gatherings concluding they were not invited to conferences. In view of the fact that when Tammany controlled Council even some of the majority members did not know what was going on until after it happened, McCormick's rather sorrowful protest struck the older members of the body as being decidedly humorous. This was, however, the view of President James E. Miller. Although when a minority member he was subjected to the same humiliations of other members, not Tammany he declared that all members of committees should be invited to the meetings.

It was McCormick's Jordan night apparently, while the matter was left open for definite decision at the next meeting one of his own supporters declared that he was wrong. The question at issue was the payment of a bill of \$10 for sewer pipes and drops, some meetings back. McCormick declared the bill was not authorized by Council and cannot be found on the minutes. Other members, including Chairman J. T. Hatzel of the Sewer Committee, disagreed with McCormick. Clerk Bixler was directed to look back over the minutes and ascertain whether the matter was authorized by Council. McCormick also made the same kick against the payment some time ago of a bill of \$365 for planking to repair bridges.

"That matter came before Council and if those planks cost \$365 I'll eat them," declared Chairman S. P. Hay of the Street Committee.

At the meeting Councilman Solomon Lepley, who is a third ward man who has never shown any disposition to reveal silent regarding his matter with which he is acquainted regardless of which side it affects, rose to his feet pointed out specifically that the Street Committee held a meeting and decided the planking should be bought, and that the matter was brought into Council and duly authorized in the proper manner. Mr. Lepley also stated he recalled the matter of sewer pipe and drops for the West Side Hill was discussed in Council. With one of his own supporters declaring him in the wrong McCormick submitted his note before hurling defiance at Councilman Bierman who attempted to intercept a remark.

"I've got the floor," roared Bill McCormick after being baffled on these two points pleaded that the minority members be given a show at committee meetings. He specifically mentioned the fact that the Sewer Committee held a meeting last Monday evening following the session of Council to which most of the minority members were invited.

"After the meeting adjourned I asked the members of the Sewer Committee to wait a while. Mr. Chairman, John T. Hatzel, McCormick and Councilor in B. L. Berg said they did not hear the call."

The minority members throughout the meeting from time to time murmured rather weak negative votes on several measures, but at no time was the opposition serious. McCormick raised a question over the pay of Borough Treasurer D. K. Kerfoot who had off some days last month. Councilman Stoner was of opinion that there should be no reduction on this account because the man frequently worked overtime for which he wasn't paid. McCormick replied there were also rainy days he didn't work it all which evened up any overtime claims. The bills were paid with several minority members voting in the negative.

A delegation of Seaford was present. The spokesman, W. C. Jones asked if the water company was to come up for discussion at this there would be remarks on that subject at the proper time. He was assured the matter was not to be considered at the meeting.

President Miller announced the new committees for the year there being no change in the chairmanships and but a few minor changes in the composition of the various bodies. The committees are as follows, the first named being chairmen:

FIRE—Thomas Hayes Friel & B. L. Berg; Water—Clark Brennan; Power—F. T. Hatzel; Streets—John T. Hatzel; Roads—B. L. Hatzel; Kooser, Brennan, Thomas Hayes; Clark Bishop, Lepley.

WATER—Fried Kooser, Clark Brennan, Thomas Hayes, J. T. Hatzel, Bishop, Lepley.

ORDINANCES—Clark Thomas J. T. Hatzel, Stoner, Brant, Buttermore, Reynolds, Bishop, Friel, Sullivan, Hay, Bishop, Clark, Bishop, Lepley.

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STREETS—Fried Kooser, Clark Thomas Hayes, Friel, McCormick, Stillwagon, Ferguson, Reynolds.

RAILROADS—Brennan, Friel, Hayes, Kooser, Clark, Hay, Bishop, E. G. Hatzel, Marcella.

SWEEPS—Hatzel, Stoner, Clark Thomas, Friel, Brennan, Hay, McCormick, Stillwagon, Ferguson.

BUILDINGS—Brennan, Friel, Hayes, Kooser, Clark, Bishop, Lepley, Stoner, Bishop, Marcella, Berg.

PEACE—Thomas Hayes, Friel, Clark Thomas, Friel, Brennan, Hay, McCormick, Stillwagon, Ferguson.

TRAILS—Brennan, Friel, Hayes, Kooser, Clark, Bishop, Lepley.

WATER—Fried Kooser, Clark Thomas J. T. Hatzel, Stoner, Brant, Buttermore, Clark, Bishop, Lepley.

COMPANY DIRECTION.

Second Lieutenant Herwick Advanced to First Lieutenant.

Some difficulty was exerted at the meeting of Company D, Tenth Regiment, on Saturday, the 11th, to nominate a vacancy caused by the resignation of First Lieutenant Wilhelm Herwick. After advancing the Second Lieutenant to the position of first it was decided to hold another election next Friday night. It was agreed that the previous election be declared void and a new election be held on the 18th. The election was held on the 18th and the result was that the new First Lieutenant was elected. The new First Lieutenant is a son of the late Captain F. C. Herwick, who died in 1908.

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LIBRARY TRUSTEES ASK SMALL MILLAGE

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From Town Council and Board for the Ensuing Year.

THEY SUGGEST 1½ MILLS IN PITTSBURG HOSPITAL

Action of the House Committee in Refusing Use of Carnegie Library Hall For Political Purposes Is Enclosed by the Trustees

The Library Trustees met today resolved to ask for a 1½ mill tax levy for maintenance during the coming year the same to be equally divided between the Town Council and the School Board. Filled the vacancy caused by the death of Clair Stillwagon and ratified action of the house committee in refusing to allow political parties to occupy the auditorium.

The meeting came to order prompt in. Vice President R. Marretta presiding in the absence of the President. The following bill, introduced by the trustees was approved and then passed:

Franklin Square Subscription
Agnew Co. 10
The Courier Company 10
Telephone Company 10
Telegraph Company 10
C. McCarron & Co. 10
Amesville Publishing Mfg. Co. 10
Council Hill Milling & Canning Co. 10
Libby, Wilson & Son 10
Connellsville News Publishing Company 10
Thomas L. Clegg Company 10
W. Wilson Company 10
West Penn Electric Co. 10

Long discussion on the finances and longs of the library followed. It developed that the revenues of the library have been sufficient to pay its running expenses but that the amount left for books was too small to be efficient. The cost of repairing books an item in the maintenance books were out. They do not last forever. They should be constantly renewed and they should be in some particular lines be constantly added to. Reference books should always be on hand and they should cover all subjects. Captain E. Dunn finally offered the following resolution which passed wifff the trustees:

Resolved That the Town Council and the School Board be requested to levy a tax of three fourths mill each for the maintenance of the library during the ensuing year.

The Secretary was directed to trans-mit this resolution to the Town Council and the School Board and the following bills were approved and ordered paid out of the first available funds in the Treasury:

Franklin Square Subscription
Agnew Co. 10
The Courier Company 10
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Telegraph Company 10
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FRANK HARVEY DIES AT LATROBE.

Former Well Known Connellsville Man Passes Away

CORN per bushel 58c

Oats, per bushel 43c

Wheat per bushel \$1.00

Pure Corn Chop 100 lbs \$1.05

Pure Corn and Oats Chop, 100 lbs \$1.15

Best Winter Wheat Bran, 100 lbs \$1.30

Oil Meal, 100 lbs \$2.10

Red Dog (Middlings), 100 lbs \$1.60

White Winter Wheat Middlings, 100 lbs \$1.50

Cotton Seed Meal (11% protein) 300 lbs

Alfalfa Meal, 100 lbs \$1.70

Oil Meal, 100 lbs \$1.30

PRITTS' COW FEED has no equal in flavor and will contain 2 lbs. to the hundred of each of the following: Pure corn, cotton seed meal, alfalfa meal bran and middlings. Guaranteed analysis 15 to 22 per cent Protein and 5 to 8 per cent Fat. Price per 100 pounds \$1.80

PRITTS' HORSE FEED has no equal in flavor and will contain 2 lbs. to the hundred of each of the following: Pure corn, cotton seed meal, alfalfa meal bran and middlings. Guaranteed analysis 15 to 22 per cent Protein and 5 to 8 per cent Fat. Price per 100 pounds \$1.80

PRITTS' DRY MASH for Poultry has no equal in flavor and will contain 2 lbs. to the hundred of each of the following: Pure corn, cotton seed meal, alfalfa meal bran and middlings. Guaranteed analysis 15 to 22 per cent Protein and 5 to 8 per cent Fat. Price per 100 pounds \$1.80

SCRATCHING FEED \$1.75 per 100 lbs. Contains one third each of corn, wheat and oats.

MAIL ME A TRIAL ORDER and examine the goods and if you are not entirely satisfied return them to me for a full refund.

Freight prepaid on all orders of 50 pounds or more to your station on B. & O. R. R. or P. R. R., not exceeding 20 miles from Scottsdale, Pa.

Bags, 5¢ each (they are not included with price of grain and feed) but will be redeemed at a price paid for them at mail.

PRITTS, Lock Box 2, Scottsdale, Pa. Bell Phone 35-L.

The above prices good to March 31. This ad will appear every other week in this paper.

Cash Mail Order Feed Mills

Located at Scottsdale, Pa. J. E. Pitts Owner and Manager. My prices are right, my goods are right and my system of doing business is right.

I WILL SAVE YOU MONEY

Just give me a trial order and I will convince you. Every feed consumer in the county should compare my prices with competitors' prices, and then spend his money where he can buy the most and best feeds for the money.

PRITTS' COW FEED has no equal in flavor and will contain 2 lbs. to the hundred of each of the following: Pure corn, cotton seed meal, alfalfa meal bran and middlings. Guaranteed analysis 15 to 22 per cent Protein and 5 to 8 per cent Fat. Price per 100 pounds \$1.80

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PRITTS' DRY MASH for Poultry has no equal in flavor and will contain 2 lbs. to the hundred of each of the following: Pure corn, cotton seed meal, alfalfa meal bran and middlings. Guaranteed analysis 15 to 22 per cent Protein and 5 to 8 per cent Fat. Price per 100 pounds \$1.80

SCRATCHING FEED \$1.75 per 100 lbs. Contains one third each of corn, wheat and oats.

MAIL ME A TRIAL ORDER and examine the goods and if you are not entirely satisfied return them to me for a full refund.

Freight prepaid on all orders of 50 pounds or more to your station on B. & O. R. R. or P. R. R., not exceeding

A NEW RAILROAD FROM THE CHEAT.

A Morgantown Story Has It
Connecting at Connellsville

WITH WESTERN MARYLAND

Facts Are, However, It is Stated That
the Road Tapping the Cheat Valley
Will Connect With the Western
Maryland at Ohio City.

A story is current in Morgantown that Connellsville is to have a new railroad connection with the Western Maryland. And that work on it is to be started within a year. Part of the story is undoubtedly correct, but the connection that is to be made with the new West Virginia railroad will not be completed until those connected with the purchase of timber and coal contracts in West Virginia during the past winter stated this morning. The junction with the Western Maryland, they say, is to be made at Ohio City, following the way sent the road from Morgantown.

"The eastern capitalists expect to begin the early construction of a railroad from Rowlesburg, down Cheat through the extensive Elkins coal and timber properties over Cheat, and connecting with the new Western Maryland at Connellsville," is a well founded rumor. It is the view of capitalists to secure easy access to the eastern markets. It is expected that the work will be started within the year. A large number of right-of-way in the Cheat neighborhood have been taken up already, and several routes have been surveyed. It is also stated that a branch from the Baltimore & Ohio to Ferry Ferry is to be built within the very near future to furnish an outlet for a large volume which is to be shipped out. Over one thousand acres of valuable timber land have been taken up over Cheat and unusual activity in that section is expected this summer.

"It is said that the eastern capitalists are unwilling to connect the new road with the Baltimore & Ohio and for that reason are building on to Connellsville. The Western Maryland extension is being completed rapidly and it is expected to have the road finished by October."

For a number of years Scottish and Pittsburg capitalists have been acquiring large tracts of coal and timber in West Virginia in the vicinity of Rowlesburg, the Cheat river valley and right up to the Pennsylvania line bordering on Wharton and Springfield townships. Much timber has been cut and either bought outright or optioned in Wharton, Henry Clay and Springfield townships and surveys have been made for a railroad extending from Ohio City to Meadow Run and through to West Virginia, tapping the great tracts held by these capitalists in both Pennsylvania and West Northern Railroad Company Thursday morning, is the railroad referred to in the Morgantown dispute, and it is said that a year hence will see the work well under way on its construction.

On the West Virginia end it is also said the proposed new road will connect with the Monongahela & Northern railroad for which the contract has been let and which connects the Pennsylvania and Lake Erie railroads in Southern Fayette county with the great producing timber and coal fields of West and Northern West Virginia, and which through the Lake Erie is expected to develop a heavy volume of business for the Western Maryland.

Officers for the Buckhannon & Virginia. That, it was stated Friday morning at Morgantown paid approximately \$50,000 into the circuit court, thus securing possession of every mile of right of way between the Pennsylvania-West Virginia state line and Elkinsville. The amount is divided among some 18 parties and the separate awards have not been made public.

By agreement the award of the construction of the road of the railroad company against the brick company was not paid into court.

BOOM AT HUMBERT

United Lumber Company Will Erect
Big Saw Mill There.

The United Lumber Company of Uniontown has invested considerable capital in the vicinity of Humbert, Somerset county, and extensive plans for development are well under way. A big saw mill will be located close to Humbert with a capacity for 30,000 feet a day. Several acres will be used for lumber storage, where there will be 100 hand and all timber between 4,000,000 and 5,000,000 feet seasoning and in addition to this they will erect dry kilns for the quick seasoning red and blue.

The company will build a standard gauge line up the Laurel Hill creek, already beyond the town of Humbert, a distance of ten miles or more to where its lumber is located and will operate this road to haul its logs to the mills at Humbert to be manufactured into lumber. The railroad is to be substantial standard gauge road capable of carrying heavy loads if necessary, it will connect with the Union Pacific & North Fork railway at its northern terminus and tariff agreements have been arranged satisfactory to both roads. The United Lumber Company intends commencing building operations at once and it is expected in a few weeks expects to have several hundred men at work building their railroad, putting up their mill and constructing a dam across the creek to store logs for the mill to work on.

LANDED BIG CONTRACT.

Yough Crystal Ice Company Get Large
Order from B. & O. R. R.

The Yough Crystal Ice & Storage Company has landed a big contract from the Baltimore & Ohio railroad which will keep both plants running on double turn for some months to come. The plant on Eighth street is being fired and will start making ice immediately.

Owing to the failure of the lake ice this year it has been necessary for the railroad to make other arrangements and the local company landed a large order.

The ice will be stored in the railroad's ice house here. It is used to fill refrigerator cars in transit.

President Francis Nichols Jr., of the company declined to state the tonnage included in the order but admitted it was probably large and will require both plants to work night and day for some months to handle this order and other trade.

Subscribe for The Weekly Courier.

GERMAN COKE INDUSTRY.

Value of By-Products in Year is an
Important Item.

Colonel General A. M. Thackeray stationed at Berlin gives some interesting statistics relating to Germany's coal and coke industries in 1908.

Reports were received from 302 coal mines, which reported that an aggregate of 562,031 workmen were employed by them during 1908. Their payrolls for the year amounted to \$197,533,048, and their output to 146,093,645 tons of coal, valued at \$375,867,412, or about \$2.57 per ton.

It required 24,555 workmen, receiving \$3,539,029 in wages, to operate the 171 German coke oven plants that consumed 30,322,353 tons of native coal, worth \$79,564,114 and 319,743 tons of foreign coal, valued at \$1,960,768 in 1908. From this amount of coal there were produced 22,722,917 tons of coke, valued at \$92,538,508; 632,378 tons of tar, worth \$3,037,118; 60,816 tons of ammonium by-products, aggregating \$13,118,500; and 55,194 tons of benzol, valued at \$2,009,182.

Seventy-two plants for the manufacture of coal briquets employed 2,655 workmen and paid \$625,712 in wages for that year. They consumed 4,575,996 tons of coal of German origin, worth \$9,907,226, and 117,568 tons of foreign coal, valued at \$497,588. Their output amounted to 5,103,019 tons of briquets, aggregating \$17,271,422.

SAFETY OF EMPLOYEES.

Progressive Step of Baltimore & Ohio
in Installing New Machinery.

The Baltimore & Ohio railroad has taken a progressive step in thoroughly modern railroad management through the precautionary methods this big trunk line system has adopted in its shops looking to the safety and protection of its employees. Several months ago the Baltimore & Ohio placed extensive orders for new machinery of latest design, much of it being for use in heavy maintenance construction and other shop work of similar character, and practically all of this machinery is now in use. With the installation of the new machines, improved methods of safeguarding the men employed to operate them were adopted, after careful study by the road's motive power experts and an inspection of several large manufacturing plants.

These methods for the protection of men from injury are being carried out to a greater or less extent at all the shops on the system. In fact, it is a general progressive step throughout all departments of the Baltimore & Ohio, where men are being equipped with safety platforms for the protection of men working on the track.

B. & O. WINS

In the Sand Patch Cases in the U. S.
Circuit Court.

A decision of special importance to the railroads was rendered in favor of the United States Circuit Court of Appeal at Philadelphia last week in what is known as the Sand Patch cases, involving the scope of the general safety appliance act. The point in controversy involved the rights of the railroad to use handbrakes on freight trains being operated over the road.

The government brought suit against the Baltimore & Ohio railroad, citing 22 specific cases where handbrakes had been applied on its trains in the vicinity of Sand Patch, Somerset county. The railroad in defense claimed the right to use handbrakes in conjunction with airbrakes so long as the proper amount of pressure was maintained in the train line, the use of the handbrakes being greater safety. The case had been decided in favor of the railroad by the lower court, and on appeal was sustained by the United States Circuit Court of Appeals.

GET MEDALS.

Major L. P. McCormick and Sergeant George Calhoun Honored.

Major L. P. McCormick of the Tenth regiment has received two additional medals for service, being those authorized by Congress for those who saw service in the Civil, Indian, Spanish, Philippine and Chinese wars who are still members of the regular army or the National Guard. Major McCormick and Sergeant George Calhoun are the only Connellsville men awarded the medals. The medals are bronze, one for service in the Spanish war in 1898 and the other in the Philippine insurrection in 1899. The ribbons of the Spanish war medal are red and yellow; for the Philippine insurrection red and blue.

In the Tenth Regiment 23 Spanish War medals were issued and 36 for the Philippine insurrection. One man, Robert W. Anderson, received three medals, having seen service also in the Civil War.

POPULAR VOTE

For Senators Favored by Dunbar
Township Society.

"Resolved, That Senators should be elected by a popular vote," was the subject of the question debated at the regular meeting of the Leisenonian Literary Society of the Dunbar township High School held Friday afternoon at the High School building at Leisenring No. 1. The meeting was one of the most important ones discussed by the High School students for some time and created quite an interest. The question was ably handled and many interesting points were brought up and discussed by the debaters, who were affirmative. Clarence Straw and Gladys Fuehrer: negative. Anna Williams and Edward Linney: The affirmative debaters on out. Recitations, orations and essays completed the program.

LANDED BIG CONTRACT.

Yough Crystal Ice Company Get Large
Order from B. & O. R. R.

The Yough Crystal Ice & Storage Company has landed a big contract from the Baltimore & Ohio railroad which will keep both plants running on double turn for some months to come. The plant on Eighth street is being fired and will start making ice immediately.

The ice will be stored in the railroad's ice house here. It is used to fill refrigerator cars in transit.

President Francis Nichols Jr., of the company declined to state the tonnage included in the order but admitted it was probably large and will require both plants to work night and day for some months to handle this order and other trade.

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Atlantic Coal & Coke Co.	H. C. Frick Coke Co.
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BY BAIRD HALBERSTADT, F. G. S.

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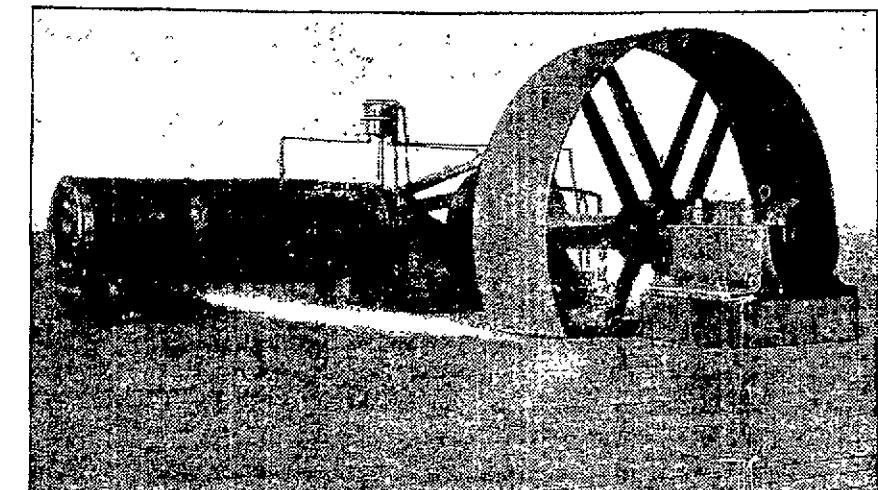
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